



Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

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ABOUT THE COVER: Steamboat's a "Comin'!! Shown arriving at the public landing in St. Paul, Minn. on Sunday, Oct. 7th, 1973 is the celebrated "Delta Queen", the final page in an all but vanished American epic - the overnight paddlewheel river steamboat. Built in 1926, the "Queen" has a steel hull and a superstructure composed in part of teak, mahogany, walnut, oak, ironwood and cedar. It is, because of this partial wood construction, that the sternwheeler does not meet and cannot be modified to meet the construction standards of the 1966 Safety at Sea Law. However, thanks to the efforts of thousands of friends and historic preservationists, the Delta Queen continues to regularly operate by special act of Congress. Our lawmakers recognized that the boat was the very last of her breed and a valuable link to our cultural past that should not be eradicated by a simple accident of legislation. Today the Delta Queen is a carefully preserved antique river steamboat which is listed in the National Register of Historic Places. Its historic originality is maintained as much as possible by Greene Line Steamers Inc., Cincinnati, Ohio - owner and operator. Long live the 'Queen' and may her future visits to our upper Mississippi area be many and frequent.

THE #265 COMES HOME!

It happened on Wednesday, September 19th, 1973; a 1914 Twin City Lines Snelling-built standard streetcar which had left the Twin Cities in 1916 came home! The story of TCRT/Duluth Street Railway car #265 has been well-documented in past issues of the 'Gazette' (May-June 1972, Nov-Dec 1972, May-June 1973.) The acquisition of this uniquely preserved carbody will provide MTM with its needed second Harriet streetcar after restoration has been completed. Following an exhaustive search by MTM in Winter of 1972 to find a 2nd car, the #265 was located at Solon Springs, Wis. The car had been purchased from the DSR Co. in 1939 at the close of street railway operations and moved to Solon Springs for use as a lake cottage. Aside from the addition of a protective conventional roof (which actually aided in its preservation from the elements) the car was little modified from the original. Recognized as a prime candidate for restoration, the #265 was purchased from its private owners and plans were formulated for its move to the Twin Cities. At the helm of the moving project was Scott Heiderich - MTM Operations V.P. Several days prior to the move, the old false roof was removed, a protective plastic sheet added, and the car generally readied for movement. On Sept. 19th, everything was 'go'. A special heavy duty crane from Superior, Wis. arrived on the spot and #265 was gingerly swung aboard the special flatbed from Al Golden Equipment Movers and the trek to the Twin Cities began. The route was across West Central Wisconsin to the Minnesota border; thence down the twin concrete ribbons of Highway #35 to St. Paul and Como Shops - MTM restoration facility.

Parked overnight in the shop on its flatbed transport, #265 was carefully lifted onto its ex-CTA shop trucks the following morning. Throughout the dawn to dark move from Solon Springs to St. Paul, the saga of #265 was well photographed. Lens' clicked furiously at every opportunity and several pix appeared in the local media.

Now the long work of restoration will begin. Our next issue should carry step by step details of our pending great effort -- the rebirth of #265 'the woodland.' Also; don't forget to give the enclosed #265 appeals flyer to a friend or post it on your bulletin board at work. We'll need funds to get our project rolling.

A special note of thanks to the project #265 moving crew; Ken Snyder, Bill Graham, Loren Martin, Steve Glischinski, Bob Renz and Scott Heiderich - to paraphrase, never have so few, moved so much, for MTM!!!

'73 C-H SEASON ENDS!

Sunday, November 28th, marked the close of the very successful 1973 regular operating season at Lake Harriet. Old '1300' is retired for a long-deserved rest and the now seemingly far-off May 1974 opener. In retrospect the past year was most successful - due fully to the dedication and hard work of MTM members. Approximately 40,000 happy passengers were carried from May through October; numerous special educational charters were conducted, the comings and goings of the Como-Harriet Line were reported frequently on TV and in the newspapers. Mechanically, great progress was also made: The C-H is back under the wire again! The full, electric power complex was installed this summer; a new switch and siding was emplaced at Linden Hills; track was extended to and beneath the Wm. Berry Bridge (present Northern terminus of the re-opened line), a new storage shop facility was erected beneath the Linden Hills Blvd. bridge (south end) and a myriad of additional related sub-projects were completed, including the fabrication of a line-tower car, acquisition of vintage trolley poles, rebuilding of the 'S' curve north of 42nd Street etc. It was a very good year in which all members - especially those who experienced the physical accomplishment under the watchful direction of Frank Sandberg - Traffic, and Scott Heiderich - Operations, can be justly proud. And, last but foremost - a tip of the hat to Treasurer, Russ Olson, unsung hero, who kept all the tokens, nickels, dimes, debits and credits separate and MTM solvent.

DAN PATCH RUNS AGAIN!

Good news from Como-Shops; MTM master mechanic Bob Renz has successfully 'fired' old Dan Patch #100, the world's first and oldest surviving internal combustion locomotive. Donated to the Museum collection by Burlington Northern several years ago, 'Dan Patch'/Minneapolis, Anoka & Cuyuna Range #100 has lain dormant since the late 1960's. Carefully nurtured back to life, the #100 was recently and successfully operated under its own power over a short stretch of shop track with Renz at the controls. While much remains to be done on the restoration work, it was none-the-less impressive to see the old red-white-blue box cab chortling back and forth in the sprawling Como-Shop backyard. The operation of this pre-WWI, ordovician machine is truly a spectacle to behold! The intricate starting sequence goes something like this; a small starter engine is first fired, once operating it is then engaged to the main diesel; when the diesel roars to life it, in turn, is engaged to the main huge G.E. Generator via a whirring belt and the engine

then is run up to generate 600 volts. The engine is now ready to move utilizing a conventional type trolley controller. But, whoops, wait -- we've got to pump up air pressure first. The big spoked wheel of the compressor whirrs into staccato action; thunka-thunka-thunka and slowly the air pressure gauge needle inches upward. At 115 psi the compressor cuts out, a bellowing blast from the old air horn signifies that we are ready to move. The controller goes to 1st notch and a shower of sparks signifies that the juice is flowing to the old Wasson power trucks. We're moving! And, its a great sensation to ride in a 60 year old diesel (nee, Gas) electric. Hats off to Bob Renz! Keep up the good work!

LIMITED PRINT ORIGINALS OFFERED TO MTM MEMBERS

Through the warm generosity of Fred Nash - friend and supporter of MTM goals - a special limited edition print of an original painting by celebrated Minnesota Artist Cameron Booth is being made available to MTM members. Mr. Nash originally commissioned Booth to create a winter 1934 era street scene of a TCRT standard car traversing Washington Avenue near the notorious but colorful Milwaukee Road viaduct. Reproduced from his personal collection, only 225 of these 17½" x 23" were, or ever will be - produced. Mr. Nash generously donated 100 of them to MTM to aid in our fund raising efforts. Valued at \$10.00 each, these full color prints will be offered to the membership at only \$5.00 each, while they last. All proceeds will go toward our '74 Como-Harriet program and the #265 restoration project.

Prints may be ordered postpaid in cardboard mailing tube, direct from

Minnesota Transportation Museum
c/o David Norman
3007 E. 24th Street
Minneapolis, Minn. 55406

All checks should be made payable to the Minnesota Transportation Museum, Inc.





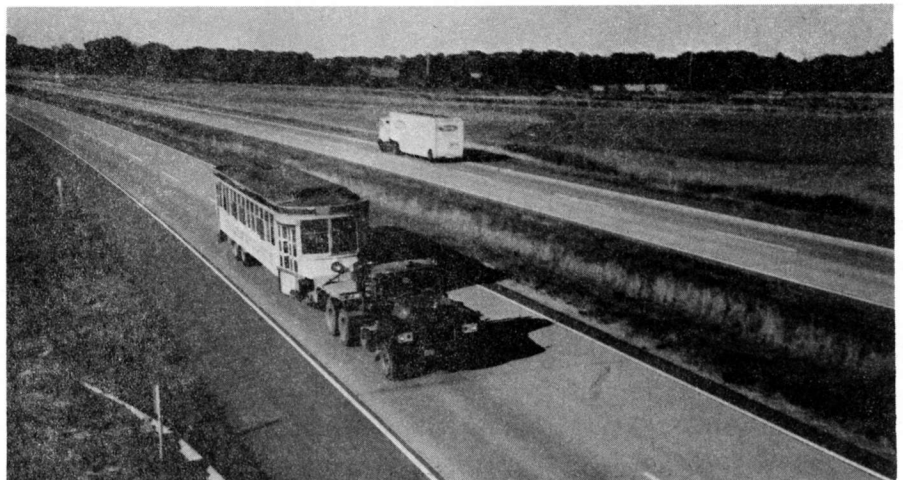
LEFT: #265 is backed into the Como Shop building. The CTA trucks are in the foreground.

LOWER LEFT: Bob Renz left, and Cy Svobodny inspect the under-frame of #265.

BELOW: 3/4 view of the car loaded and ready! Note the sign with our play on words -MTC, please forgive!

BOTTOM: On the road; southbound to St. Paul on Hwy. #35.

#265 pix courtesy Loren Martin (the bottom pix also appeared in the Mpls. Star) -congratulations Loren!





"Passengers" Loren Martin, left, and Scott Heiderich relax on the back platform.



At Solon Springs #265 swings aboard the flatbed transport for the trip home.



MINNESOTA STREETCAR MUSEUM

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We Make Minnesota's Electric Railway History Come Alive!